

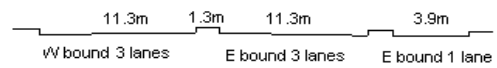
YEAR 2016

CORE STATION 5012

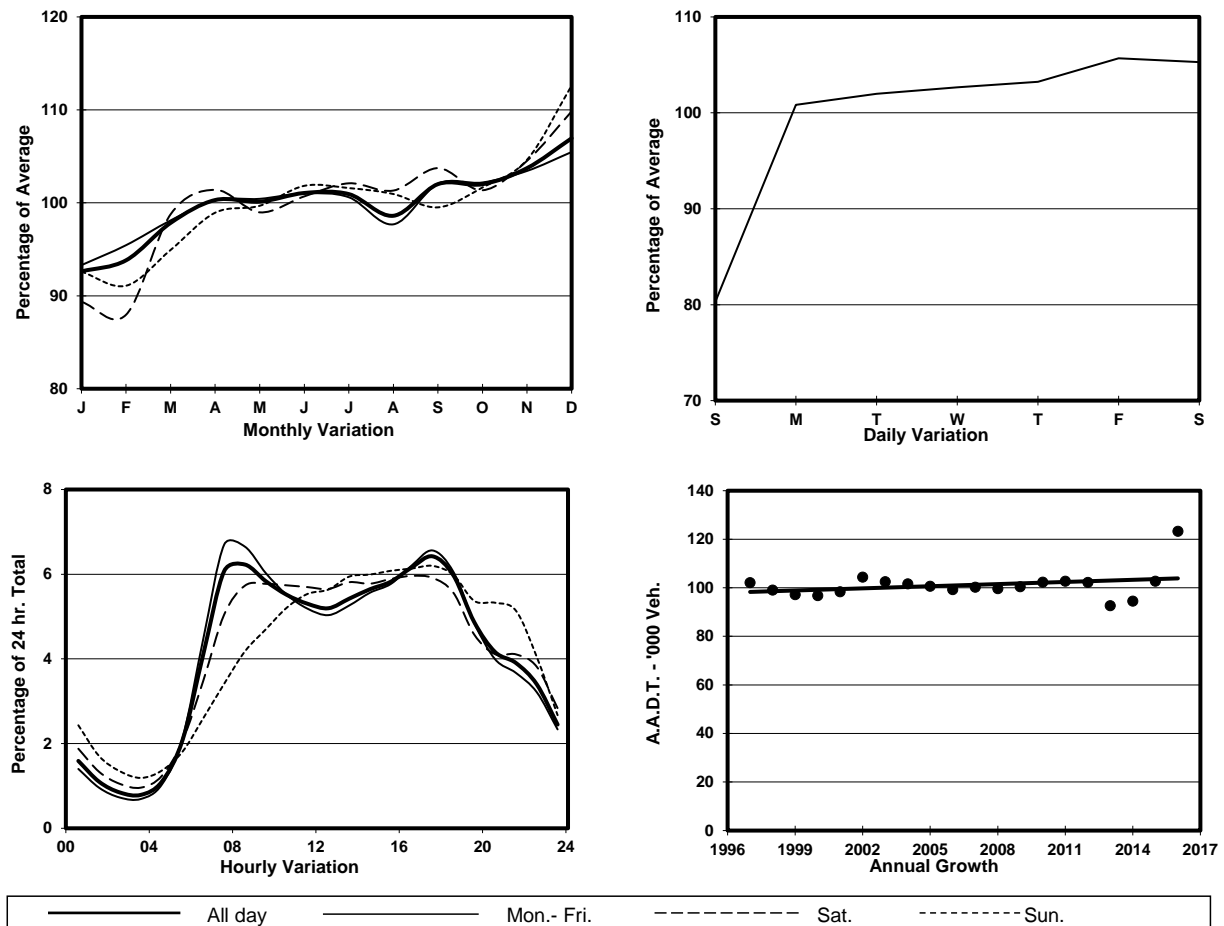
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TUEN MUN RD (from SHAM TSENG to TSING LONG
HIGHWAY - TING KAU BRIDGE)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	60890	63230	65170	49470
R 12 / 24 - %	72.8	73.7	71.6	68.6
R 16 / 24 - %	85.8	85.8	85.5	85.9
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	4750	5510	4480	2790
T - % (AM)	-	17.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	3650	3840	3660	2970
T - % (PM)	-	24.2	-	-
Prop.of commercial vehicles - 16 hr.	-	24.5	-	-
WEST BOUND				
A.A.D.T.	62360	64970	66110	50200
R 12 / 24 - %	66.4	67.4	65.5	61.5
R 16 / 24 - %	86.1	86.7	84.8	83.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3070	3390	3150	1900
T - % (AM)	-	27.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	4260	4570	4180	3300
T - % (PM)	-	21.2	-	-
Prop.of commercial vehicles - 16 hr.	-	25.5	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800 Peak hour	Pro	3.6	48.3	9.2	0.8	0.5	16.5	10.8	5.2	0.1	5.1
	Ocp	1.0	1.4	1.8	7.3	13.1	1.2	1.2	25.0	1.0	61.8
0800-0900	Pro	3.3	43.0	7.5	0.3	0.5	22.0	13.8	4.3	0.0	5.3
	Ocp	1.1	1.3	1.9	1.3	12.1	1.4	1.1	29.7	0.0	66.4
0900-1000	Pro	1.7	37.5	7.4	0.2	0.4	21.4	21.8	3.8	0.0	5.6
	Ocp	1.1	1.3	1.9	1.5	9.1	1.5	1.1	18.5	0.0	31.5
1000-1100	Pro	1.3	36.3	7.0	0.2	0.6	23.1	25.2	1.9	0.0	4.4
	Ocp	1.0	1.4	2.0	1.0	4.1	1.4	1.2	18.7	0.0	28.9
1100-1200	Pro	1.3	33.7	6.6	0.3	0.4	25.3	25.2	2.7	0.0	4.4
	Ocp	1.0	1.4	1.9	4.8	5.3	1.4	1.2	14.2	0.0	26.9
1200-1300	Pro	1.3	37.6	5.5	0.5	0.5	23.7	23.4	2.8	0.0	4.7
	Ocp	1.0	1.4	2.1	3.6	7.9	1.4	1.2	17.7	0.0	28.4
1300-1400	Pro	1.2	34.5	5.0	0.9	0.6	24.8	26.2	2.6	0.1	4.2
	Ocp	1.1	1.4	2.2	1.6	6.3	1.4	1.1	12.2	1.0	34.2
1400-1500	Pro	1.5	38.1	5.1	0.8	0.4	23.3	23.8	3.0	0.1	4.0
	Ocp	1.0	1.5	2.2	1.1	4.1	1.4	1.1	10.8	1.0	32.1
1500-1600	Pro	1.1	34.4	3.3	0.7	0.4	25.7	26.5	3.3	0.0	4.6
	Ocp	1.2	1.5	2.1	5.6	6.8	1.3	1.2	20.4	0.0	30.4
1600-1700	Pro	1.6	39.3	6.0	0.9	0.5	23.7	19.6	3.5	0.0	4.9
	Ocp	1.1	1.3	2.1	2.8	9.2	1.3	1.1	10.7	0.0	35.9
1700-1800	Pro	3.2	46.3	5.5	1.0	0.4	21.0	14.3	2.9	0.0	5.4
	Ocp	1.0	1.5	2.1	4.3	14.4	1.3	1.2	22.1	0.0	50.4
1800-1900	Pro	3.6	60.5	5.6	0.3	0.5	12.6	7.5	4.5	0.0	5.1
	Ocp	1.1	1.2	2.2	1.6	12.9	1.5	1.1	20.2	0.0	68.2
1900-2000	Pro	2.4	60.3	8.3	0.1	0.5	11.4	6.3	5.3	0.0	5.4
	Ocp	1.1	1.3	2.0	3.0	14.3	1.3	1.2	16.9	0.0	55.9
2000-2100	Pro	2.6	58.9	11.0	0.1	0.7	9.0	7.8	4.0	0.0	5.8
	Ocp	1.1	1.3	2.1	1.0	9.6	1.3	1.1	12.1	0.0	37.1
2100-2200	Pro	2.6	57.9	14.9	0.1	0.6	10.5	4.8	2.5	0.1	6.2
	Ocp	1.1	1.5	2.2	4.0	9.1	1.3	1.1	11.2	1.0	39.6
2200-2300	Pro	2.8	58.0	17.8	0.1	0.5	9.2	4.1	1.5	0.1	6.0
	Ocp	1.1	1.3	1.9	1.0	11.7	1.2	1.1	14.1	1.0	41.9
16 hours	Pro	2.3	45.0	7.6	0.5	0.5	19.2	16.5	3.5	0.1	5.0
	Ocp	1.1	1.4	2.0	3.4	9.4	1.4	1.2	18.6	1.0	43.8

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic